

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. A.

From: Wayne D. Houle, PE, Director of Engineering

Action ☒

Discussion ☒

Date: February 21, 2013

Information ☐

Subject: Traffic Safety Committee Report of January 2, 2013 (Re-Review)

Action Requested:

Review and provide feedback.

Information / Background:

The ETC recommended that the traffic safety report of January 2 be forwarded to the City Council. The ETC discussed Item B1 of the report. During this discussion it was asked if staff had contacted the requestor, which I thought we had. I have since learned that the requestor had not been notified and they would like an opportunity to talk with the ETC prior to the report being forwarded to the City Council.

Attached you will find the Traffic Safety Report of January 2, 2013 along with correspondence from the requestor.

Attachments:

Traffic Safety Committee Report of January 2, 2013
Correspondence from requestor

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. B.

From: Byron Theis – Traffic Safety Coordinator

Action ☒

Date: January 11, 2013

Discussion ☐

Information ☐

Subject: Traffic Safety Committee Report of January 2, 2013

Action Requested:

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday January 2, 2013, be forwarded to City Council for approval.

Information / Background:

It is not anticipated that residents will be in attendance at the meeting regarding any of the attached issues. An overview of the comments from the Edina Transportation Commission (ETC) will be included in the staff report provided to Council for their February 19, 2013 meeting.

Attachments:

Traffic Safety Review for January 2, 2013.

TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, January 2, 2013

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on January 2. The Director of Engineering, Public Works Director, Police Traffic Supervisor, the Community Development Director, the Sign Coordinator, and Traffic Safety Coordinator were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can be included on the January 17, Edina Transportation Commission and the February 19 City Council agenda.

SECTION A:

Requests on which the Committee recommends approval:

At this time, there are no requests that are recommended for approval.

SECTION B:

Requests on which the Committee recommends denial:

1. This request was reviewed at the November 15th, 2012, ETC meeting. The ETC recommended the following:

Motion was made by member Janovy and seconded by member Bass for staff to evaluate moving the yield sign to 61st Street and to also evaluate installing stop signs since the basket weave is already in place and the stop sign would complete the weave. All voted aye. Motion carried.

The request is to install stop signs at the intersection of Kellogg Avenue and 61st Street West; the intersection currently has yield signs on Kellogg Avenue. This was a second request to install stop signs at this location. The first request occurred in July of 2012, which the City Council concurred. A crash at this location in October prompted a second request to install stop signs at this location.

61st Street West and Kellogg Avenue are both classified as local streets, see map. Sight lines are very good for all four directions into the intersection, see photos.

Two recorded accidents have occurred at this location since 2001; these accidents occurred in 2012, see attached 2012 Traffic and Crash Data for Kellogg and 61st. Both accidents were caused by northbound vehicles that failed to yield to the east-west moving vehicles.



Map: 61st Street West and Kellogg Avenue



Photo 1: 61st Street looking eastbound.



Photo 2: Kellogg Ave looking northbound



Photo 3: Kellogg Ave looking southbound

The City of Edina has stop sign warrant policies that are based off of the Minnesota Manual for Uniform Traffic Control Devices (MNMUTCD); however, these policies have not been updated with the new MNMUTCD, therefore staff is using the new MNMUTCD for analysis of the intersection. The MNMUTCD describes guidance and standards that should be used for installation of regulatory signs such as stop signs. The MNMUTCD guidance states:

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.8 and 2B.9).

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*

- B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

In many low volume situations with no unusual history of intersection crashes, no control at the intersections is a cost effective strategy. Research suggests that at most locations, increasing the level of intersection control will not improve safety (see FHWA-RD-81-084 Stop, Yield and No Control at Intersections).

Keep in mind that unwarranted placement of any sign can lead to negative consequences. Installing a stop sign without meeting the required warrants will reduce the effectiveness of all stop signs in the area. This reduced effectiveness is shown by an increase of vehicles, "rolling through" or entering the intersection at a higher rate of speed than the intersection is capable of handling. This increases the chance of crashes which will make the intersection more dangerous. Research has also shown that placing stop signs increases peak speed at the midblock of streets, because drivers will speed to regain lost time at stop signs. Yield signs have the benefit of assigning right-of-way only when needed. Stop signs will require vehicles to stop during non-peak times at the intersection. Other negative consequences include increased local pollution due to stopped vehicles, and an increase in noise due to vehicles accelerating after stopping.

The total ADT entering the intersection equals 417 vehicles per day, which does not comply with the MNMUTCD. See attached traffic counts. Other warrants stated in the MNMUTCD for placing a Stop sign have also not been met.

Staff also studied the turning movements of the intersection to see if the existing yield signs are placed on the correct street and also to be able to recommend which street a stop sign be placed if the ETC recommends to the City Council that stop signs be placed at this intersection, see attached turning movements. The turning movement conducted shows that a majority of afternoon peak travel traffic is travelling northbound and westbound at the intersection. This could indicate that traffic is using both streets as a cut-through to avoid other intersections in the area.

Staff recommends denial of request for stop signs at the intersection of Kellogg Avenue and 61st Street West. However, based on the intersection turning movements staff recommends that the Yield signs be moved to 61st Street West.

If the ETC and the City Council wish to install stop signs at this location staff recommends that they be installed on 61st Street West.

SECTION C:

Requests that are deferred to a later date or referred to others.

At this time, there are no requests that require deferral to a later date.

SECTION D:

Other traffic safety issues handled.

- I. Call from a resident inquiring about the plowing schedule for Edina streets. Call was forwarded to Public Works, who manages the schedule for street plowing.

2012 Traffic and Crash Data for Kellogg and 61st



Traffic Data					
Location	Description	Year	ADT*	ADT Entering Intersection	85th Speed, MPH**
1	W. 61st Street west of Kellogg	2012 Fall Recount	167	56	25.4
		2012 Fall Count	106	12	23.6
		2012	177	68	23.2
2	Kellogg Ave. north of W 61st Street	2012 Fall Count	261	106	29.7
		2012	275	82	28.5
3	W. 61st Street east of Kellogg	2012 Fall Count	146	84	23.5
		2012	125	77	22.7
		2001	2061	NA	35.3
4	Kellogg Ave. south of 61st Street	2012 Fall Count	293	171	24.7
		2012	352	205	25
		2003	437	NA	27

* ADT is the Average Daily Traffic on a typical Monday-Friday

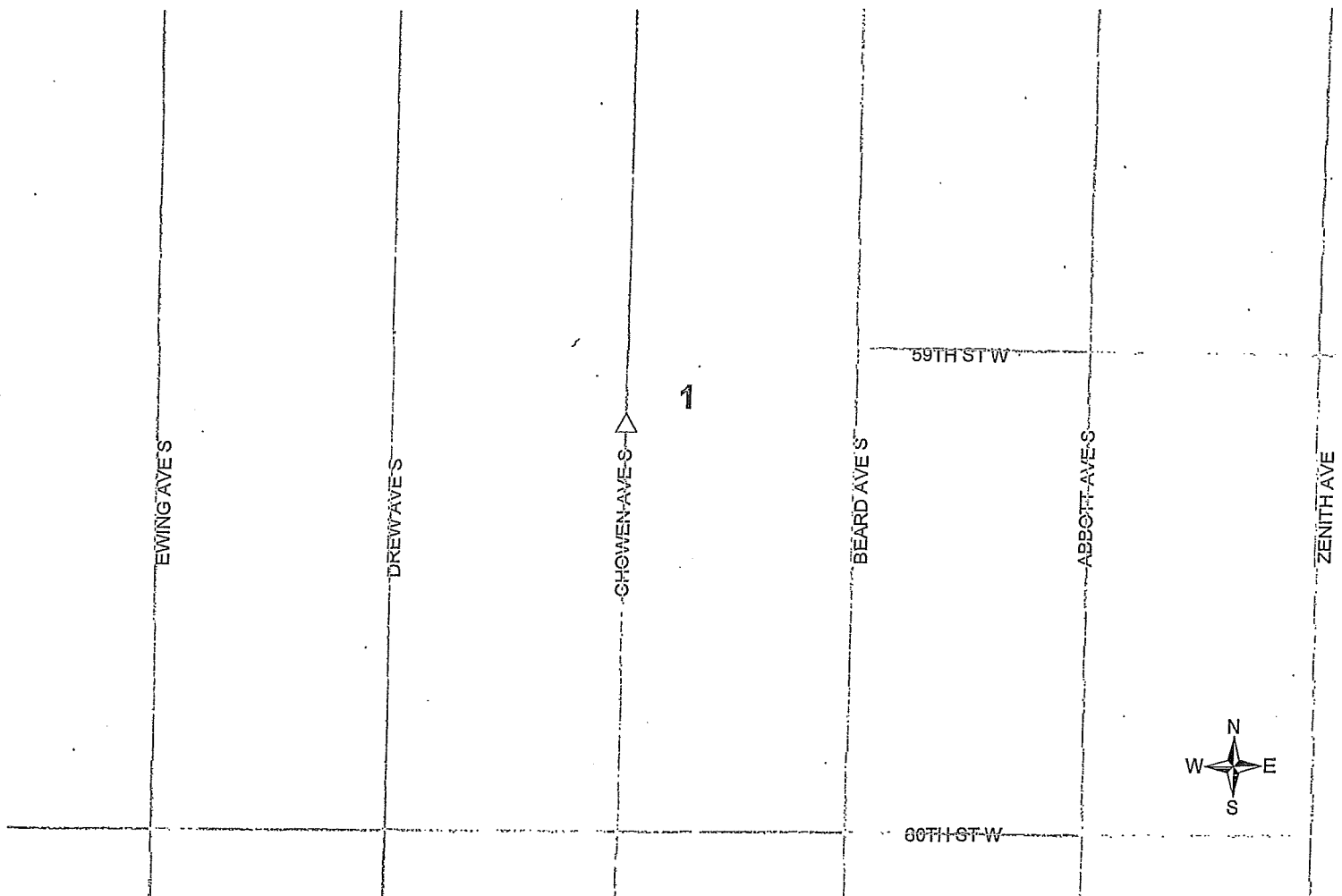
** 85th percentile speed is the speed at which 85% of vehicles measured are travelling at or below

Crash Data

Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2008	Oct.	1605
B	Property Damage - No Apparent Injury	2008	Jan.	1505
	Property Damage - No Apparent Injury	2001	Aug.	1800



Traffic Counts for Chowen Avenue



Location	Description	Year	ADT *	ADT Over 25 MPH		ADT Over 30 MPH		85th Percentile Speed **	
				NB	SB	NB	SB	NB	SB
1	Chowen Avenue South of 58th Street	2012	241	60	61	15	11	29.3	28.6
	West Shore Dr. North of Wilford Way	2010	313	67	74	16	20	29.0	29.6

* ADT is the Average Daily Traffic on a typical Monday-Friday

** 85 percentile speed is the speed at which 85% of vehicles measured are travelling at or below.



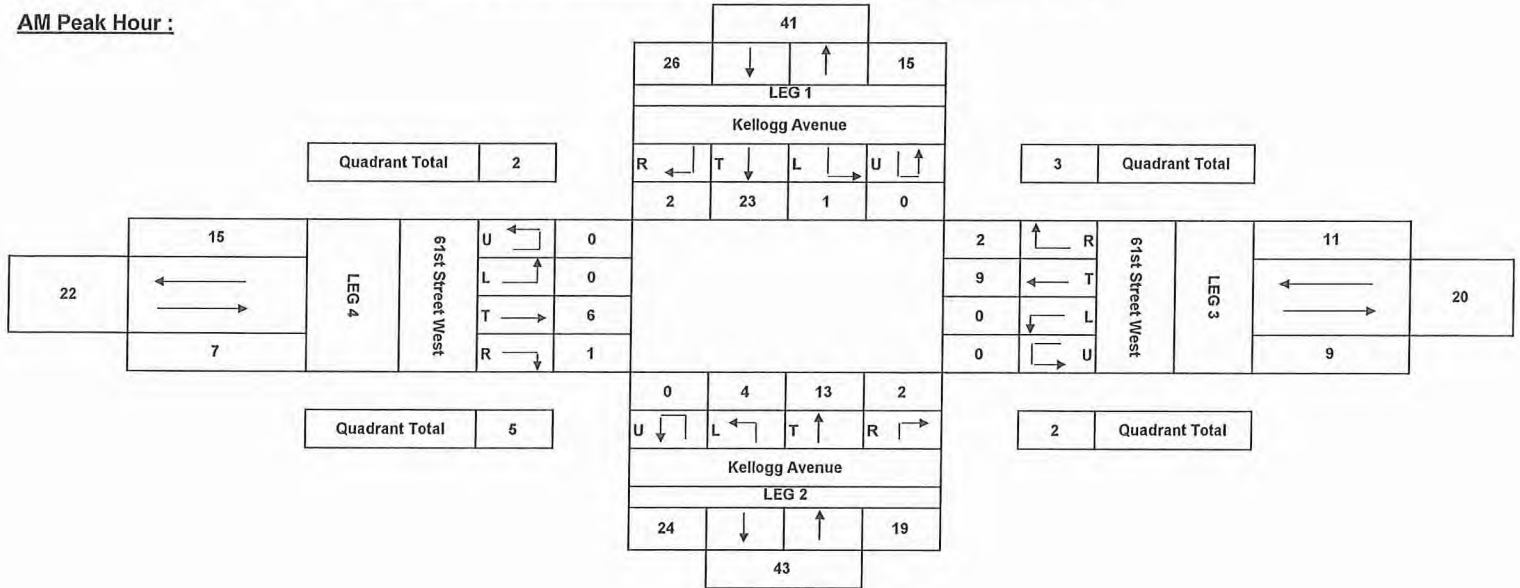
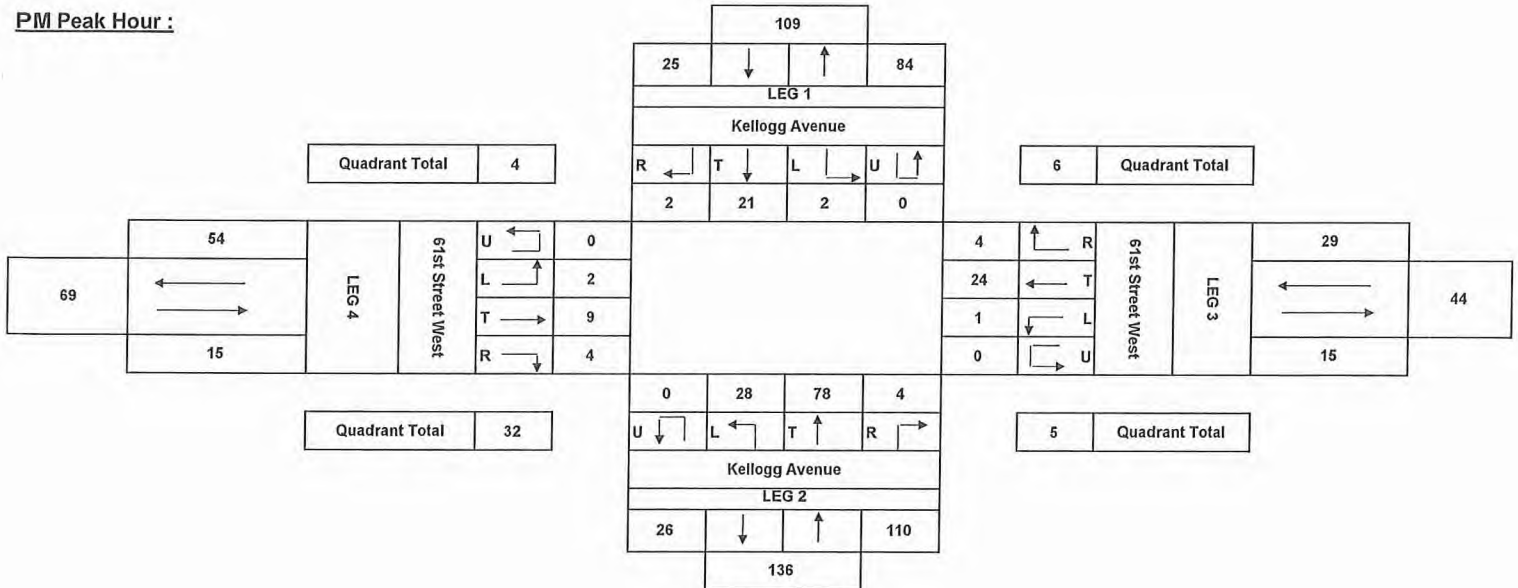
Turning Counts Study - Field Sheet

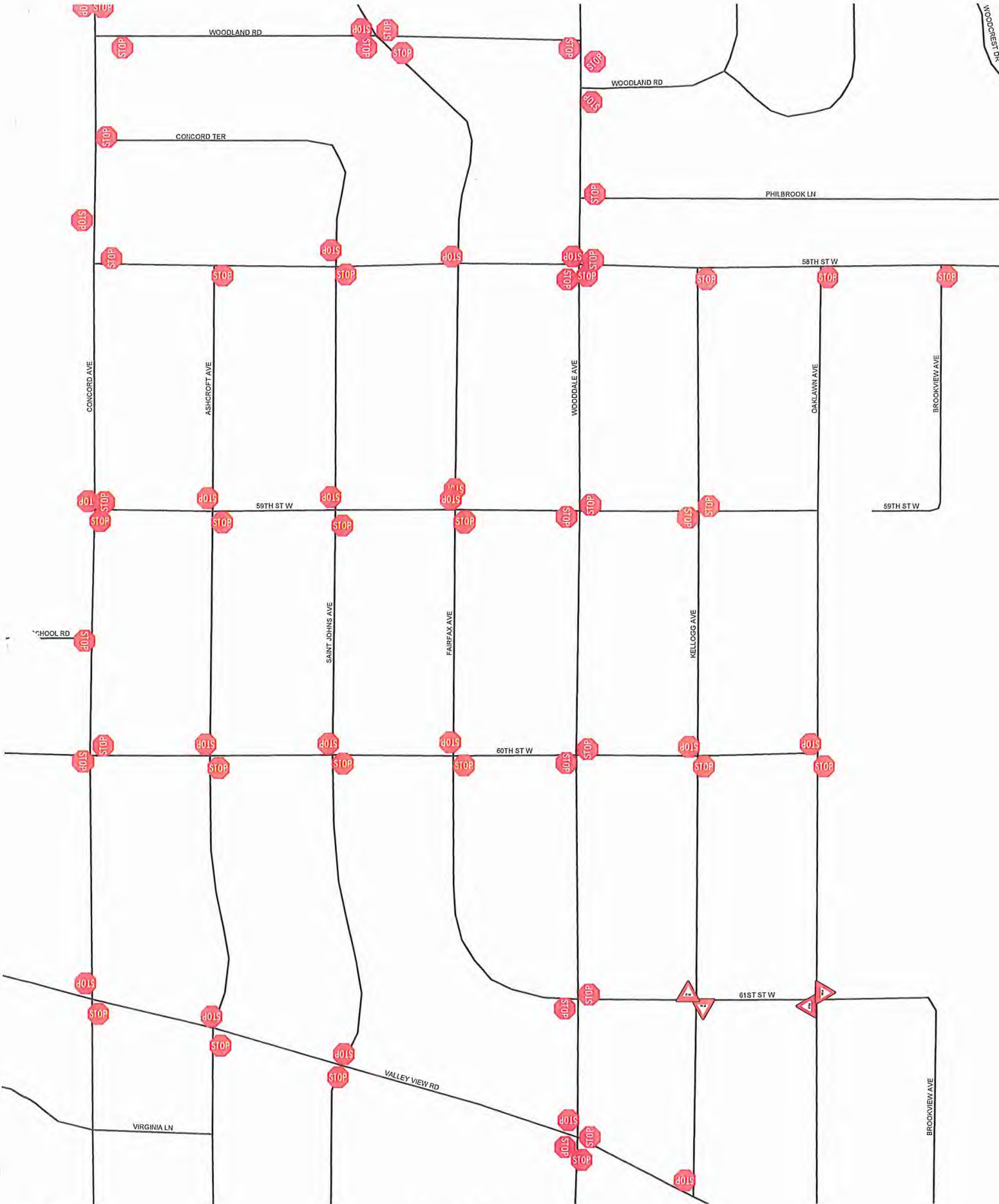
Request No.: NA
Job No.: NA

County: Henn.
Town: Edina
Weather: Clear

Location:
Date: 12/19-12/20
Recorder:
Interval (dd): 15
(In Minutes)

PEAK HOURS	AM PERIOD 7:00-10:00	Start 07:00	End 10:00	Volume 0	PM PERIOD 16:00-19:00	Start 16:00	End 19:00	Volume 0
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AM Peak Hour :PM Peak Hour :



City of Edina Traffic Control



Engineering Dept
January, 2013

Wayne Houle

From: Wayne Houle <WHoule@EdinaMN.gov>
Sent: Thursday, February 14, 2013 2:35 PM
To: 'Constance Fantin'
Cc: Scott Neal; 'James Hovland'; Byron Theis; Paul Nelson
Subject: RE: Denial of request for stop sign on Kellogg Av. & 61st Street

Constance and Eric Fantin:

I have spoken to Paul Nelson – Chair of the Transportation Commission regarding 61st Street and Kellogg Avenue. Since you were not properly notified that this issue was before the Transportation Commission we will be bringing this issue back to them next Thursday, February 21. The Commission meets at 6 PM in the Community Room (2nd Floor) of City Hall.

Let me know if you can make this meeting and if would like to talk prior to this meeting.

Thank you for your patience on this issue.



Wayne Houle, Director of Engineering

952-826-0443 | Fax 952-826-0392

WHoule@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Constance Fantin [mailto:ccfantin@juno.com]
Sent: Wednesday, January 30, 2013 8:14 PM
To: jhovland@krausehovland.com; swensonann1@gmail.com; jonibennett12@comcast.net; joshsprague@edinarealty.com; Mary Brindle; Byron Theis; Wayne Houle
Subject: Denial of request for stop sign on Kellogg Av. & 61st Street

Dear Mayor Hovland, City Council Members, Mr. Houle and Mr. Theis,

We understand that the City of Edina has denied (again) the request for stop signs on Kellogg Avenue at 61st Street, based on the November traffic study, and that the City is currently recommending that existing yield signs be removed on Kellogg, making Kellogg a through street and placing yield signs on 61st Street.

We vehemently object to this proposal! This will not make the intersection safer but actually more dangerous as it simply shifts the burden of yielding to 61st Street. More importantly, it will increase the speed of the traffic down Kellogg (all the people cutting through on Kellogg to avoid the congestion at Valleyview and Wooddale).

We understand that the intersection doesn't "warrant" a stop sign because there are fewer than 6000 vehicles per day; the view is not restricted; and there have "ONLY" been two crashes in the last 12 months, which is one crash under the requisite 3 or more crashes in the intersection in a 12-month period or 5 or more crashes in a 2-year period. Two crashes in a few month period at an intersection that has already had numerous complaints should be sufficient. Do we have to wait until a third crash occurs, possibly a fatal crash?

Earlier this week, a group of neighbors waiting at the school bus stop on Kellogg and 60th Street witnessed a speeding pickup truck going northbound on Kellogg Avenue. The pickup sped through the intersection on Kellogg at 61st Street, not slowing to yield to possible traffic, continued picking up speed all down Kellogg, and cruised through the stop sign on Kellogg at 60th Street. This pickup truck was inches away from a group of several adults and children. If we make Kellogg a through street (replacing the current yield sign with nothing) it will certainly increase this type of speeding.

We completely disagree with Mr. Houle's contention that adding stop signs will make existing stop signs less effective. The vast majority of law-abiding citizens stop at stop signs. If Mr. Houle believes that stop signs are ineffective, why would yield signs be more effective? Yield signs are not properly understood in this country and are

themselves completely ineffective because drivers apparently don't know what to do when faced with a yield sign. We have repeatedly witnessed drivers failing to yield in this intersection, and only because we are now ultra vigilant are we able to safely cross this intersection. (I have heard the same problems with the intersection at Oaklawn and 61st Street as well, due to the unobserved yield sign there.)

As neighbors concerned for the safety of all, we beg you to reconsider the current proposal. Keeping the current situation is terrible, but making the changes you outline in the traffic study will make a bad situation worse. The science of traffic management doesn't fit every situation. You have the ability to rectify this by using your own good judgment and common sense to make this dangerous intersection safer.

We are in the process of collecting signatures on a petition to add stop signs (in the place of the yield signs) on Kellogg Avenue at 61st Street. Please do the right thing and help us make our neighborhood safe.

We would like to schedule a time to meet with Mayor Hovland and any city engineers necessary to this discussion. Please call either Eric Fantin at 612-245-8008 or Constance Fantin at 612-396-5525 to find a suitable time. We are thoroughly tired of having to follow up on this dangerous situation and seek to put it to rest quickly, with stop signs being placed on Kellogg.

Sincerely,
Constance and Eric Fantin
6033 Kellogg Avenue South

Constance Fantin
ccfantin@juno.com

----- Original Message -----

From: Eric Fantin <straigh8@gmail.com>
To: Constance Fantin <ccfantin@juno.com>
Subject: stop
Date: Wed, 30 Jan 2013 19:04:28 -0600

Mr. Fantin and Mayor Hovland:



The Traffic Safety Committee along with the Edina Transportation Commission (ETC) has reviewed the stop sign request at Kellogg Avenue and 61st Street West and it will be forwarded to the City Council for their review at their February 19 City Council Meeting.



I have attached the traffic safety committee report that went to the ETC. The ETC is recommending that we move the yield signs from the current Kellogg Avenue location to 61st Street West. The reason for not proposing stop signs is that they do not meet Warrants to install.



Warrants for traffic control devices, such as stop signs are set by the Minnesota Manual on Uniform Traffic Control Devices, which is based on the national Manual of Uniform Traffic Control Devices. These manuals have been developed to provide guidance to traffic professionals, so that we recommend the most safest installation of a traffic

control device.❖ When a traffic control device is installed where it does not meet warrants it then becomes a very insecure installation; meaning that some people will abide by the traffic control and some will not.❖ The latter are typically people that live close by or travel through the area on a regular basis and do not see traffic, which eventually they start to coast through or run the stop sign.❖ This creates a more dangerous situation.❖



The yield signs provides the assigned right-of-way at the intersection and will be placed on the lesser traveled street, therefore creating a safer intersection.❖



Let me know if you have any questions regarding this recommendation.



Thanks for your patience throughout this process.

